

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

TYPE MSG

PRECEDENCE

ACTION

PRIORITY

INFO

DTG

FROM:

TO:

CABLE

SPECIAL INSTRUCTIONS

1 SID CEN
1 COMER
1 DCH
① INS
1 DCO

127

A.

B. FINAL FIELD EVALUATION OF INS DATA

C. INS #10

D. DATA STRATS AT #1025, LINE 2.

LINE 7 BETWEEN #1062 AND #2501 BAD, TURN-ON TRANSIENT.

LINE 12 BETWEEN #2554 AND #2597 BAD, TURN-ON TRANSIENT.

LINE 25 BETWEEN #2778 AND #5225 BAD, TURN-ON TRANSIENT.

GROUND SPEED BETWEEN #5370 AND #5500, LINE 43, INCORRECT DIGIT.

SUGGEST #1763.

LONGITUDE BAT DEN #5416 AND #5434, LINE 48, INCORRECT DIGIT.

SUGGEST #11979.

GROUND SPEED BETWEEN #5498 AND #5517, LINE 57, INCORRECT DIGIT.

SUGGEST #1048.

GROUND SPEED BETWEEN #5544 AND #5563, LINE 62, INCORRECT DIGIT.

SUGGEST #1839.

GROUND SPEED BETWEEN #5737 AND #5755, LINE 83, INCORRECT DIGIT.

DATE	TIME
31	
MONTH	YEAR
31	67
PAGE NO.	NO. OF PAGES

TYPED NAME AND TITLE

PHONE

D
R
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L
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A
S
E

BLAIR J. DAVIS, LCDR, USN

SECURITY

UPGRADING INSTRUCTIONS

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

SUGGEST 01845

GROUND SPEED BETWEEN 05948 AND 05975, LINES 106 AND 107, INCORRECT DIGIT. SUGGEST 01855, BOTH LINES.

GROUND SPEED BETWEEN 07510 AND 07518, LINE 338 INCORRECT DIGIT.

SUGGEST 01855.

HEADING BETWEEN 07684 AND 07693, LINE 377, MISSING DIGIT. SUGGEST 02476.

LINE 424 BETWEEN 07895 AND 07904, BAD, CAUSED BY TRANSIENT.

DATA ENDS AFTER LINE 629, TIME 12314.

LINE 630 BETWEEN 12314 AND 15726 BAD, TURN-ON TRANSIENT.

LINES 632 AND 633, END REFERENCE DATA.

END OF MESSAGE

CONTROL NO. 6116	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

SECRET

13 July 1950
R 81D

* * * * * INPUTS * * * * *										* ANSWER *	
TIME (MIN)	PRESS ALT	TERR ELEV	*D* VALUE	GROUND SPEED	SUN ALT	HAZE FCTR	V/H	TYPE II V/H CODE	SLIT OPEN	TYPE I EXP	REMARKS
00	79600	0000		1834	70	1	3.889	10110	2	11	THIS IS A MESSAGE
03	80100	0010		1834	70	1	3.863	10110	2	11	 81D PRIMARY AIRCRAFT
06	80500	0060		1834	70	1	3.846	10101	2	11	TYPE 1 PACKAGE
09	80900	1500		1830	69	1	3.889	10110	2	11	TRUE ALTITUDES ARE USED
12	81300	1132		1828	69	1	3.848	10101	2	11	CANNED ROUTE OPTION NINETEEN
15	81600	3000		1824	70 69	1	3.916	10111	2	11	STBY 2 1714N 11450E T
18	76200	0600		1705	83	1	3.806	10100	1	11	CAM ON 1816N 10809E
21	76500	0100		1705	84	1	3.765	10011	1	11	STBY 2 2017N 10135E
24	76700	0000		1705	85	1	3.750	10011	1	11	CAM ON 1609N 10457E
							0.000	00000	4	11	STBY 2 1713N 10808E
							0.000	00000	4	01	THIS DATA TO BE USED TO
							0.000	00000	4	20	DETERMINE V OVER H ONLY
							0.000	00000	4	01	EXPOSURE SETTINGS WILL BE
							0.000	00000	4	01	SENT VIA

* * * * * INPUTS * * * * *							* ANSWERS *				REMARKS
TIME (MIN)	PRESS ALT	TERR ELEV	'D' VALUE	GROUND SPEED	SUN ALT	HAZE FCTR	V/H	V/H CODE	TYPE II SLIT OPEN	TYPE I EXP	
00	80200	0650		1810	81	1	3.840	IOIOI	1	11	THIS IS A MESSAGE
03	80500	0600		1811	81	1	3.825	IOIOI	1	11	BID BACKUP AIRCRAFT
06	80700	1600		1812	83	1	3.865	IOIIO	1	11	TYPE 1 PACKAGE
09	80900	1000		1813	84	1	3.830	IOIOI	1	11	TRUE ALTITUDES ARE USED
12	81200	1500		1819	84	1	3.852	IOIOI	1	11	CANNED ROUTE
15	81400	1500		1817	83	1	3.838	IOIOI	1	11	STRY 2 1714N 11450E
18	81600	0000		1814	83	1	3.752	IOOII	1	11	CAM ON 1525N 10638E
21	77600	0000		1822	74	1	3.961	II000	2	11	STRY 2 2020N 10130E
24	78000	0000		1822	75	1	3.941	IOIII	2	11	CAM ON 1816N 10909E
27	78300	0016		1822	75	1	3.927	IOIII	2	11	STRY 2 2017N 10135E
30	78600	0035		1821	76	1	3.911	IOIII	2	11	CAM ON 1609N 10457E
33	79100	0295		1787	77	1	3.826	IOIOI	2	11	STRY 2 1713N 10908E
36	79300	3000		1787	77	1	3.953	II000	2	11	THIS DATA TO BE USED TO
39	76200	0400		1726	60	1	3.843	IOIOI	2	11	DETERMINE V OVER H ONLY
42	77000	0600		1726	56	1	3.813	IOIOO	2	11	EXPOSURE SETTINGS WILL BE
45	77100	0230		1726	56	1	3.789	IOIOO	2	11	SENT VIA

7.8
2.7

prelim #11 = 1/190 converted
" #10 = 1/170 "